WISCONSIN WING

CIVIL AIR PATROL

COMMUNICATIONS

OPERATIONS and TRAINING PLAN

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COMMUNICATIONS MANAGEMENT

OPERATIONS and TRAINING PLAN

1. *PURPOSE:* To provide an organized, efficient and reliable operations and training communications network for all units in support of the mission of the Wisconsin Wing CAP.

2. **SCOPE:** This plan pertains to and is a guide for communications policies, operations and training for all units within the Wisconsin Wing. It concerns routine operational and administrative communications.

3. NETWORK ORGANIZATION: Radio networks will be maintained and composed as follows:

A. **Wing Nets**: The Wing Net shall consist of the following:

1. The Wing NCS or Alternate NCS
2. All Wing Staff stations
3. All Area NCS and Alternate NCS Stations
4. All Squadron NCS and Alternate NCS Stations

B. **Area Nets:** Wisconsin Wing is divided into six operational areas based on the Wisconsin Office of Emergency Management (WEM) concept of operations (Attachment D) these regions are:

   - North East Wisconsin Area
   - North West Wisconsin Area
   - East Central Wisconsin Area
   - West Central Wisconsin Area
   - South East Wisconsin Area
   - South West Wisconsin Area

1. Area nets are encouraged and will consist of the following:

 a. Area NCS and Alternate NCS Stations
 b. Additional Stations as appropriate

C. **Squadron Nets**: Squadron nets are encouraged and will consist of the following:

1. Squadron NCS and Alternate NCS Stations
2. All Squadron Stations
3. Additional stations as appropriate

D. **Area Nets:** The Area NCS and Squadron Communications Officers are responsible for establishment of Area and Squadron Nets. They **must** coordinate their net times, days and frequencies with the Wing Director of Communications.

4. NETWORK FUNCTION: The networks referred to above are intended to provide both a communications capability to all units and to provide training in radio procedures and operations to all members. They are secondary to nets conducted in support of actual emergency operations and any operation involving safety of personnel. Training during net free time is highly encouraged.

5. WING NCS RESPONSIBILITIES:

Wing Net Control Stations (NCS) and/or Alternate Net Control Stations (ANCS) will, as far as practicable, maintain operational capability on all wing authorized frequencies and modes. All NCS and ANCS will attempt to maintain an emergency backup power. The NCS and/or the ANCS during NCS absents will be responsible for:

a. Conducting HF and VHF network operations.
b. Scheduling and assigning ANCS.
c. Assigning wing message numbers.
d. Assigning and authorizing stations for operation on National and Regional nets
e Retrieving and posting all messages to the wing e-mail list server.
f Ensuring that HF nets are active
g Ensuring that local VHF-NCS are conducting nets.
h Ensuring proper radiotelephone procedures are utilized IAW CAPR 100-1v1 and CAPR 100-1v3.
I Proper station time keeping utilizing National Institute of Standards and Technology (NIST) Broadcasts on 2.5, 5, 10, 15 and 20 MHz.
J Ensuring operating stations are currently licensed – wing call sign roster on wing web site.
k Monitoring of CAP frequencies for technical and operational violations and issuance of CAP form 33 forwarded to the wing director of communications.
l. Remind stations of the applicable quiet times.

6. CALL SIGNS:

A.   BASIC CALL SIGN:

1. Wisconsin Wing Communications Call Sign system is based on a block format of four digits (see chart below). The first two digits BLUEMOUND (XX--) designate the squadron.   The second two digits BLUEMOUND (--XX) designate the station in the squadron. 01-99

2. The WMU will not allow the assignment of two call signs to a given station or Individual. A system that follows the national standard designates the first five stations only.

Example:
1800 - All Call
1801 - 1827 Squadron Commander (CC)
1802 - 18XX Squadron Deputy Commander for seniors
1803 - 18XX Squadron Deputy Commander for Cadets
1804 - 18XX Squadron Communications Officer
1805 - 18XX Squadron Chaplain

3. In each of the squadron's first five call signs, a 4-digit suffix has been added to designate that stations personal call sign. Should she/he leave or change from one of the squadron's first five command positions. They would still have their own call sign.

Examples:
BLUEMOUND 1800
A squadron "ALL CALL" meaning any station belonging to the "Twin County Squadron" please answer my call.

BLUEMOUND 1801-1827
The Twin County Squadron Commander - and his personal call is BLUEMOUND 1827

4. VEHICLES:
Vehicles utilize the 47XX series or block of call signs. Simply drop the center zero (0) of the corporate designator.

EXAMPLE: Wisconsin Vehicle number 48013 call sign is BLUEMOUND 4713.

5. AIRCRAFT:

Aircraft utilize the 48XX series or block of call signs as designated on a nation wide basis

EXAMPLE: Wisconsin Wing aircraft N9567L is "CAPFLIGHT 4820"

6 CALL SIGN PLAN:
The Wisconsin wing call sign plan can be found in attachment C

7. FREQUENCY MANAGEMENT: Proper frequency management at all levels of the Civil Air Patrol is essential. Limited frequencies and frequency sharing requires that we utilize the best techniques available to provide proper and effective utilization of our limited spectrum resources.

a. Operational Coordination:
Any activities involving the utilization of the frequency spectrum <u>will be coordinated with the wing director of communications</u>. This ensures proper spectrum utilization, minimizes interference, and provides feedback for spectrum utilization improvements. Including but not limited to:

1 Planed and scheduled nets
2. Training activities and public events
3. Test and evaluation programs
4 Communications exercises
5. Operational Plans, Directives, and Instructions.

b. Interagency Operations.
<u>All</u> Interagency Communications will be coordinated through the wing director of communications.
1. Proper SASF filing at NHQ/DOK
2. Proper and Valid FCC licenses

c. VHF Frequency Availability: Frequencies above 25 MHz available to Wisconsin Wing are listed below; along with special restrictions on their use see Attachment A

d. HF Frequency Availability
The Wisconsin Wing normally utilizes the Great Lakes Region (GLR) Primary frequency: 4.604.0 MHz USB, for HF operations. The Great Lakes Region alternate frequency of 4.601.0 kHz USB may also be utilized, however, operators should be aware that intra-region communications use be utilizing this frequency. Use of other CAP HF frequencies as listed in CAPR 100-1, Table 9-1 for purposes other than routine net check ins <u>shall only be by direction of the Wing DC or higher authority.</u> All technical specifications listed in CAPR 100-1 apply. Participation in out of wing nets is not prohibited. See Attachment B

Official

SCOTT A. GLAMANN, Maj, CAP   LARRY S. NACK, Col, CAP
Director of Communications   Commander

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Attachment A VHF Frequencies

Frequency	Emission	Utilization	Remarks
26.6170 MHz	USB	CAP Available to all stations	
26.6200 MHz	AM	CAP Available to all stations	
40.5000 MHz	FM	Joint Military Common Calling	**5**
121.5000 MHz	AM	Aircraft Distress	**2**
121.7750 MHz	AM	CAP Practice ELT Training (PELT)	**6**
122.9000 MHz	AM	CAP Aircraft Practice and Training	
123.1000 MHz	AM	Aircraft SAR on Scene	**3**
142.2625 MHz	FM	CAP Simplex	**1**
143.7500 MHz	FM	CAP Repeater Input - NO SIMPLEX	**1**
143.7625 MHz	FM	CAP Simplex	**1**
143.9000 MHz	FM	CAP Repeater Input - NO SIMPLEX	**1**
148.1250 MHz	FM	CAP Repeater Output and Simplex	
148.1375 MHz	FM	CAP Simplex	
148.1500 MHz	FM	CAP Repeater Output and Simplex	
149.5375 MHz	FM	CAP Simplex Air-to-Ground only	
149.8950 MHz	FM	CAP Digital techniques only	
149.9250 MHz	FM	CAP Digital techniques only	**1**
156.3000 MHz	FM	Maritime SAR on Scene	**3**
156.8000 MHz	FM	Maritime Distress and Calling	**2, 4**
243.0000 MHz	AM	Aircraft Distress	**2**
282.8000 MHz	AM	Aircraft SAR on Scene	**3**

REMARKS:
1. Requires prior approval from the wing director of communications.
2. Distress: Utilized by a craft or person that, it is in imminent danger and requires immediate assistance.
3. SAR on Scene: Utilized by a craft or person engaged in real world Search and Rescue Operations.
4. Distress and Calling: Same as Item 2 and use to establish Initial communications contact. Stations are then required to switch to a working (non-distress) channel to pass traffic.
5. Joint Combined Calling: use to establish Initial communications contact. Stations are then required to switch to a working channel to pass traffic.
6. Practice Emergency Locator Training (PELT) Beacon. Use of any frequency than 121.7750 MHz requires prior approval from the wing director of communications.

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Attachment B HF Frequencies

Frequency	Emission	Utilization	Remarks
02.182.00 MHz	USB	Distress and Calling	**2,4**
02.371.00 MHz	USB	CAP Available to all stations	
02.374.00 MHz	USB	CAP Available to all stations	
04.466.00 MHz	USB	CAP	
03.023.00 MHz	USB	SAR on Scene	**3**
04.125.00 MHz	USB	Distress and Calling	**2,4**
04.469.00 MHz	USB	CAP	
04.506.00 MHz	USB	CAP	
04.509.00 MHz	USB	CAP	
04.582.00 MHz	USB	CAP National Calling Frequency	**5**
04.585.00 MHz	USB	CAP	
04.601.00 MHz	USB	CAP	
04.604.00 MHz	USB	CAP	
04.627.00 MHz	USB	CAP	
04.630.00 MHz	USB	CAP	
05.680.00 MHz	USB	SAR on Scene	**3**
06.215.00 MHz	USB	Distress and Calling	**2,4**
07.341.00 MHz	USB	CAP Available to all stations	
07.635.00 MHz	USB	CAP National Calling Frequency	**5**
07.920.00 MHz	USB	CAP Available to all stations	
08.291.00 MHz	USB	Distress and Calling	**2,4**
08.364.00 MHz	USB	Distress and Calling	**2,4**
12.290.00 MHz	USB	Distress and Calling	**2,4**
14.902.00 MHz	USB	CAP Available to all stations	
16.420.00 MHz	USB	Distress and Calling	**2,4**
18.205.00 MHz	USB	CAP PACR	**1**
20.873.00 MHz	USB	CAP Available to all stations	
26.617.00 MHz	USB	CAP Available to all stations	
26.620.00 MHz	AM	CAP Available to all stations	

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4. Distress and Calling: Same as Item 2 and use to establish Initial communications contact. Stations are then required to switch to a working (non-distress) channel to pass traffic.
5. CAP National Calling Channels: May be used by any CAP station conducting CAP official traffic. No regular scheduled nets will be conduct on these channels. Emergency Traffic has Priority

0001 – 0099	Wing Staff	2600 – 2699	WI-086 Milwaukee 10
0600 – 0699	Net Control Stations	2700 – 2799	WI-112 Milwaukee 623
0700 – 0799	Missions	2800 – 2899	WI-124 SE FLT 12
1000 – 1099	WIWG Comm Networks	2900 – 2999	WI-135 Eagle River
1100 – 1199	WI-004 Dodge County	3000 – 3099	WI-144 Ozaukee
1200 – 1299	WI-008 Rock County	3100 – 3199	WI-151 Green County
1300 – 1399	WI-012 Chippewa County	3200 – 3299	WI-153 D Klitzman
1400 – 1499	WI-013 Sheboygan	3300 – 3399	WI-156 Milwaukee ES
1500 – 1599	WI-037 La Crosse	3400 – 3499	WI-161 Eau Claire
1600 – 1699	WI-046 461st WCES	3500 – 3599	WI-166 248 TAC AIR
1700 – 1799	WI-048 Waukesha	3600 – 3699	WI-169 Brown County
1800 – 1899	WI-049 Twin County	3700 – 3799	WI-180 Mitchell 9
1900 – 1999	WI-053 Wild Rivers	3800 – 3899	WI-183 Stevens Point
2000 – 2099	WI-055 Fox Cities	3900 – 3999	WI-184 Walco
2100 – 2199	WI-057 R C Jaye	4000 – 4099	WI-194 Rib Mountain
2200 – 2299	WI-058 R I Bong	4100 – 4199	WI-196 Col SAC
2300 – 2399	WI-059 Racine	4200 – 4299	WI-999 Legislative
2400 – 2499	WI-061 Milwaukee 5	4700 – 4799	Vehicles
2500 – 2599	WI-064 Kenosha	4800 – 4899	Aircraft

The last two digits of the call sign at the squadron level will be			
00	Squadron (ANY STATION CALL)	03	Deputy Commander of Cadets
01	Commander	04	Communications Officer
02	Deputy Commander for Seniors	05	Chaplain

Aircraft Call Signs: CPF "CAPFLIGHT"			
4800 – 4810	Wing Staff	4851 – 4859	Spares
4810 – 4819	Private Aircraft	4860 – 4890	Unit Call Signs
4820 – 4836	Cooperate Aircraft	4891 – 4899	Unit Expansion
4836 – 4850	Mission Calls		
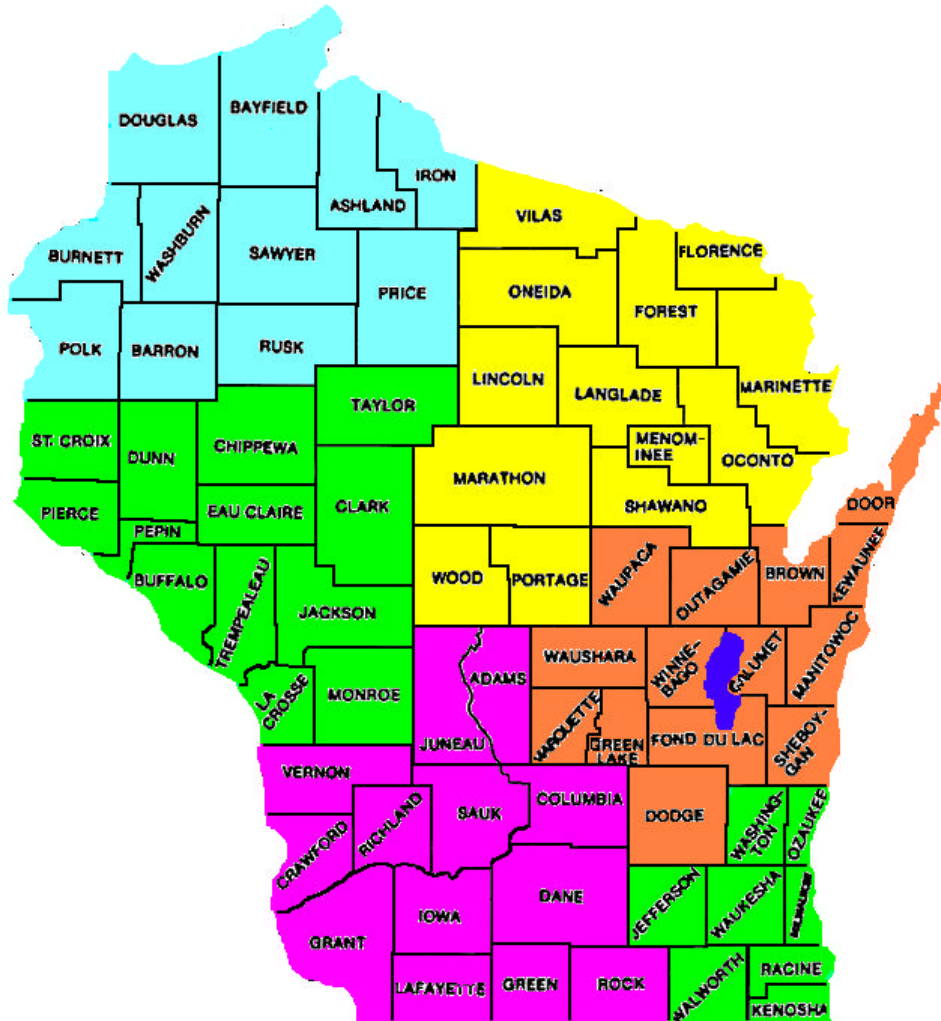
0600	Statewide NCS	0601	Statewide ANCS
0610	North West NCS	0611	North West ANCS
0620	North East NCS	0621	North East ANCS
0630	West Central NCS	0631	North East ANCS
0640	East Central NCS	0641	East Central ANCS
0650	South West NCS	0651	South West ANCS
0660	South East NCS	0661	South East ANCS